

Correspondence.

HOLLOWAY CONGREGATIONAL CHAPEL.

SIR,—I may perhaps be allowed, in confirmation of the remarks of "Vigilans," to mention on good authority, that two of the designs sent in were considered preferable to that of Mr. Emmett, but that both were thrown aside ostensibly in justice to the other parties, because the estimates did not precisely tally with the sum stated in the advertisement. You will then perhaps be surprised to hear that this notorious committee have actually had the effrontery to accept an estimate (artfully omitted in the first instance), which proves to exceed that amount by only 700*l.*; viz. 3,200, instead of 2,500*l.*

This is indeed insulting, but as I suppose they are fully prepared to carry their *protege* through thick and thin, it is hopeless to expect any redress, and nothing is left to the victimized but the dismal satisfaction of publicly making known such nefarious treatment, and defying the parties implicated to a clear explanation.

I am sorry to learn that at the head of the committee is the minister of the place, who from his station it might have been hoped would have been among the first to see justice dispensed to all, and check rather than (to say the least), connive at the unfair attempts of party influence.

I am, Sir, &c.,

E. B. L.

THE GLASS TRADE.

SIR,—The article upon the glass trade, quoted from the *Gardener's Chronicle* in your journal of the 16th instant, is a misrepresentation of facts, and we shall feel obliged by your giving the following observations publicity.

The quotation of second quality at gross prices from our list in comparison with foreign glass net, is unfair, British glass of fourth quality being fully equal to the best sheet yet imported; and, if from our price be deducted the large discount we allow, the difference does not exceed one farthing per foot.

Again, when British glass for horticultural purposes or skylights is made above forty inches in length, our nett charge is only three farthings per foot extra, and not from one penny to three shillings, as erroneously set forth.

The price of foreign glass is for squares not exceeding forty united inches, thus, 20 by 20, 30 by 10, and not forty inches long, as stated, or as we sell British glass 40 by 30, in sheets from 4*l.* to 5*l.* per foot, according to the substance required. We are, Sir, &c.,

CHATER AND HAYWARD.

SEWER IN HENRIETTA-STREET, BRUNSWICK-SQUARE.

SIR,—Having had occasion to pass frequently by the end of Henrietta-street, Brunswick-square, in which a new sewer is being built of the egg shape, the smaller end downwards, of about 2 feet 6 inches by 4 feet, inside measure, I have watched the men at their work, and was to-day much surprised at the mode in which it is being done. It is thus—a number of bricks are put together with cement (I believe in a mould), forming a block of about 18 inches long by 12 inches wide, and 4 inches thick; the blocks are then carried down into the excavation, and placed in it not only to form the bottom, but the sides also; the blocks are bedded solid on each other at the level joints, but at the cross joints they are put together dry, and then pointed up. The crown is made of two rings of brickwork, 4 inches thick in mortar.

Now, I think there are many great objections to this mode of proceeding. If 4-inch brickwork be enough for the bottom, that part being of a quick curve, it certainly is not enough for the sides, they being nearly flat, or very little curved, and must give way if any height of water get between the brickwork and the earth, for then we shall have an hydraulic pressure which will force in any brickwork only 4 inches thick, and of a flat curve; or if there be any pressure from any other cause, the sides will give way, and fall into the sewer. Moreover, the 4-inch brickwork is built in the worst manner; every brick should be laid by itself, bedded solid on the brick beneath it, and also against the next brick, breaking the joint at every course, and also laid solid against the earth; but by the mode here adopted, we only get the level course solid, and, instead of the upright joint being broken at every course,

there is a straight upright joint to four successive courses, and that not made solid, but merely pointed up. It is all but impossible to lay a block of brickwork 12 inches by 18 inches solid against the earth; at any rate, in this case a stick may be passed between them almost everywhere. The outside 4-inch ring of the crown has no abutment but the earth, so that the pressure from without is likely to make it run behind the 4-inch springing walls, and throw them into the sewer. Again, why not make the crown of the sewer of 9-inch brickwork, well bonded by bricks or headers, instead of two 4-inch rings, connected by a course of mortar. I believe it is allowed by mechanics, that a 9-inch arch will bear four or five times the pressure that a 4-inch arch will.

It is only right to state that I, being a builder, frequently notice how the sewers are built, I never before (as I can remember) saw less than 9-inch brickwork, even to the bottom or invert, and that in cement and well-bonded together except to some sewers in Camden Town, where the bottoms are but 4-inch in cement.

I hope this is the first and last time of building a sewer in this manner, for I think it is very much like wasting the money it will cost, towards which, as a ratepayer, I shall be called upon to contribute.—I am, Sir, &c.,

G. JUDD-STREET, THOS. ELDRIDGE,
August 26, 1845.

Miscellaneous.

BELFAST.—Since the commencement of the present year upwards of 400 houses have been built in Belfast and its suburbs. At the present moment there is not in the town a machine-maker, iron-founder, boiler-maker, stone-cutter, stonemason, bricklayer, brick-maker, or carpenter, unemployed who is willing or able to work; and yet we are told that the union has annihilated our trade. In 1822 the Belfast carrying trade was disposed of by a single steamer of 50-horse power, plying once a week, and there was no steam communication with any port but Glasgow. Belfast now sends out 26 steamers.—*Northern Whig.*

THE LICKSTER MONUMENT.—The first stone of the monument to be erected at Holkham to the memory of the late Earl of Leicester, better known as Coke of Norfolk, was laid about a fortnight ago, by Lord Colborne, in the presence of a large number of persons, the architect, Mr. W. J. Donthorne, of London, assisting. The monument, as most of our readers know, the design having been both exhibited and engraved, will be a well-proportioned column with agricultural emblems.

THE ASSOCIATION OF ARCHITECTURAL DRAFTSMEN.—The works of members of this association will be exhibited to the public at their rooms in Southampton-street, Strand, during the whole of next week. We are anxious to draw attention to this society as offering facility of communication between principals desiring assistance and those competent and willing to afford it, which must prove valuable.

GOVERNMENT COMPETITION IN OIL PAINTING.—A notice has been issued by command of the Fine Arts Commission, to the effect, that the competition in oil painting, which was to have taken place in June, 1846, is postponed till June, 1847.

SMOKY CHIMNEYS.—Mr. Hope's chimney-doctor's bill, for his new hotel in the Rue St. Dominique, exceeds 5,000*l.*, as we learn from an action just brought by the said chimney-doctor, M. Ducl.—*Paris Paper.*

Tenders.

For contracts at Southall, at Mr. George Robins's Estate, August 18th, 1845; Mr. Wm. Reynolds, Notting Hill, Surveyor.

New Buildings.		Repairs.	
J. Lockwood	£1,260 0	£242 0	0
Thos. Hiscock	1,256 0	250 0	0
W. Mumford	1,230 0	191 0	0
Thos. Nias	1,240 0	275 0	0
Cooper and Davis	1,225 0	115 0	0
W. Hunt	1,047 0	135 0	0
Riehd. Brewer	1,000 0	207 0	0
John Shoppee	987 0	165 5	0
Francis Sandon	975 10	109 0	0
E. Brighton	849 0		

Tenders opened in the presence of all parties.

For the Superintendent's Residence and Reform Establishment for the Incorporation of the Philanthropic Society, St. George's-road, Southwark: Messrs. Graland and Christopher, architects.

Mr. D. Nicholson £1,455
Mr. Haydon 1,496

Mr. Nicholson's tender was accepted, ruled by his schedule of prices.

For building seven Small Houses in Bethnal Green Road; Messrs. Brandon, Architects.

Mr. Spekins £1,665
Mr. Paluck 1,600
Mr. Geary 1,597
Mr. Ward 1,558
Haines and Co. 1,485

NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers, however, they are entered in a book, and may be seen on application at the office of "The Builder," 3, York-street, Covent-garden.]

For the execution of Works on the Leeds and Thirk Railway.

For the execution of several lengths of Earthwork on the Aberdeen Railway. There are 5 separate Contracts, varying in lengths from 3½ miles to 4½ miles.

For the supply of 70,000 Larch, Oak, or Fir Sleepers, and Fencing for 50½ miles, or any part thereof, for the Ipswich and Bury St. Edmund's Railway Company.

For the erection of a Wesleyan Proprietary College at Taunton.

For the execution of the works on the Nottingham and Lincoln Railway. In two parts: 1. from Nottingham to Newark, being a distance of 17½ miles. 2. from Newark to Lincoln, being a distance of 15½ miles.

For Lighting a portion of St. John's district, Notting-hill, with Gas.

For Paving and Relaying the Footways and Paving or Macadamizing and Relaying the Carriage-way in Somers-town, St. Pancras, for the term of three years.

For supplying the Aberdeen Railway Company with Scotch Fir Sleepers.

For supplying the Dundee and Perth Railway Company with 50,000 Scotch Fir Sleepers.

For supplying the York and North Midland Railway Company with 2,000 Tons of Chairs.

For executing that portion of the Dundee and Perth Railway, commencing at Dundee and ending at Kingodrie, being about five miles 360 yards in length.

For supplying her Majesty's several Dockyards with Cast-iron Articles for twelve months certain.

For supplying 800 Sets of Wheels, Axles, and Guard Irons to the Great Southern and Western Railway (Ireland).

For making a Cylindrical Sewer in the town of Cambridge. The length will be about 48 yards, and the average depth about 12 feet.

For the execution of the whole works of the first ten miles of the Howick branch of the Edinburgh and Hawick Railway.

For Raising Mud in the Ship-basin of the Regent's Canal Company, for a term of three years.

For the execution of that portion of the Cumnock Branch of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, situate between Loch Brown and Auchinleck, being about 7 miles in length.

For 500 Tons of Cast-iron Socket Pipes with bends, branches, syphons, &c., for the Commercial Gas Light and Coke Company, Stepney.

For the construction of the Gas Works at Wells, Norfolk, and all necessary apparatus.

For the construction of Three Reservoirs for the Blackburn Waterworks Company; also, of Stone Culverts for conveying the water a distance of about 2½ miles. The earthwork will amount to about 160,000 cubic yards.

For paving and repairing certain Carriage and Footways in the parishes of St. Margaret and St. John the Evangelist, Westminster.

For supplying the East-India Company with British Iron, &c.

For the erection of an Infirmary at the Lambeth Workhouse.

For the execution of works on the Manchester South Junction and Altringham Railway, in two parts: 1. being a distance of 1½ miles; 2. being a distance of 7½ miles.

For the execution of Works on the Manchester and Birmingham Railway in 2 parts. 1. The Ashton Branch, being a distance of about 4½ miles. 2. The Macclesfield branch, being a distance of about 30 chains, including a tunnel of 330 yards in length.

For the execution of that portion of the Edinburgh and Northern Railway, extending from Burntisland Pier to Kinghorn.